

Serial No. 10/701,076  
Attorney Docket No. 2002P18384US01

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CENTRAL FAX CENTER  
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AMENDMENTS TO THE CLAIMS:

This listing of the claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (previously presented) A control system comprising:

a controller;

a wiring harness including a first plurality of electrical couplings connected in series with the controller, a first one of the first plurality of electrical couplings being located along the harness closest to the controller, and a last one of the first plurality of electrical couplings being located along the harness furthest from the controller, each of the first plurality of electrical couplings having electrical contacts; and

a plurality of devices electrically connected via the wiring harness to the controller, each of the plurality of devices being electrically connected to a respective one of the first plurality of electrical couplings via a corresponding one of a second plurality of electrical couplings, each of the second plurality of electrical couplings having electrical contacts;

wherein sequential engagement of the electrical contacts of the corresponding one of the second plurality of electrical couplings with the electrical contacts of the first through the last ones of the first plurality of electrical couplings increases a closed path of detected and identified devices, as recognized with the controller; and

wherein engagement of the electrical contacts of a particular one of the first plurality of electrical couplings with the electrical contacts of a corresponding one of the second plurality of electrical couplings completes an electrical connection from the controller to an electrical

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coupling of the first plurality of electrical couplings that is farther from the controller than, and adjacent to, the particular one of the first plurality of electrical couplings.

2. (previously presented) The control system according to claim 1, wherein a non-sequential engagement of the electrical contacts of the corresponding one of the second plurality of electrical couplings with the electrical contacts of the first through the last ones of the first plurality of electrical couplings opens the closed path.

3. (original) The control system according to claim 2, wherein the devices are neither detected nor identified by the controller.

4. (original) The control system according to claim 1, wherein each of the first plurality of electrical couplings are substantially identical, and each of the second plurality of electrical couplings are substantially identical.

5. (original) The control system according to claim 1, wherein each of the plurality of devices are substantially identical.

6. (original) The control system according to claim 5, wherein the controller uniquely identifies each of the plurality of devices based on the position in the sequence of electrical connections between each of the second plurality of electrical couplings with the first through the last ones of the first plurality of electrical couplings.

7. (previously presented) The control system according to claim 1, wherein the electrical contacts of each one of the first plurality of electrical couplings and of each corresponding one of the second plurality of electrical couplings comprise at least three electrical contacts arranged in a common pattern.

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8. (previously presented) A climate control system for a vehicle, the system comprising:

a controller directing airflow to at least one of a footwell, interior vents and a windshield defroster;

a wiring harness including a first plurality of electrical couplings connected in series with the controller, a first one of the first plurality of electrical couplings being located along the harness closest to the controller, and a last one of the first plurality of electrical couplings being located along the harness furthest from the controller, each of the first plurality of electrical couplings having electrical contacts; and

a plurality of devices electrically connected via the wiring harness to the controller, each of the plurality of devices being electrically connected to a respective one of the first plurality of electrical couplings via a corresponding one of a second plurality of electrical couplings, each of the second plurality of electrical couplings having electrical contacts;

wherein sequential engagement of the electrical contacts of the corresponding one of the second plurality of electrical couplings with the electrical contacts of the first through the last ones of the first plurality of electrical couplings increases a closed path of detected and identified devices, as recognized with the controller; and

wherein engagement of the electrical contacts of a particular one of the first plurality of electrical couplings with the electrical contacts of a corresponding one of the second plurality of electrical couplings completes an electrical connection from the controller to an electrical coupling of the first plurality of electrical couplings that is farther from the controller than, and adjacent to, the particular one of the first plurality of electrical couplings.

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9. (original) The system according to claim 8, wherein the plurality of devices comprises first, second and third actuators, the first actuator diverting at least a portion of the airflow to the footwell, the second actuator diverting at least a portion of the airflow to the interior vents, and the third actuator diverting at least a portion of the airflow to the windshield defroster, and the first, second and third actuators being substantially identical.

10. (original) The system according to claim 8, wherein the controller selects at least one of heating, ventilating, and air conditioning.

11. (currently amended) A method of assembling a system including a controller, a wiring harness having at least two electrically open ports connected in series with the controller, and at least two devices, the method comprising:

identifying with the controller a first one of the devices and completing an electrical connection from the controller to a second one of the ports when an electrical connection ~~via a first one of the ports~~ is made between the first one of the devices and a first one of the ports, which creates a closed path; and

identifying with the controller a second one of the devices when an electrical connection via the second one of the ports expands the closed path.

12. (original) The method according to claim 11, wherein the identifying the first one of the devices consists of electrically connecting in the closed path:

the controller; and

the first one of the devices, the first one of the devices closing the first one of the ports that is located along the harness closest to the controller; and

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wherein the identifying the second one of the devices consists of electrically connecting in the closed path:

the controller,

the first one of the devices closing the first one of the ports; and

the second one of the devices, the second one of the devices closing the second one of the electrical ports that is located along the harness second closest to the controller.

13. (original) The method according to claim 11, wherein the identifying with the controller the second one of the devices follows the identifying with the controller the first one of the devices.

14-19 (canceled)